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SUPPLEMENT (2),  
1914,  
RELATING TO THE  
MEDITERRANEAN PILOT, VOL. IV.  
FOURTH EDITION,  
1908.

(CORRECTED TO 18TH FEBRUARY, 1914.)

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PUBLISHED BY ORDER OF THE LORDS COMMISSIONERS OF THE ADMIRALTY.

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LONDON :  
PRINTED FOR THE HYDROGRAPHIC OFFICE, ADMIRALTY,  
UNDER THE AUTHORITY OF HIS MAJESTY'S STATIONERY OFFICE,  
By TAYLOR, GARNETT, EVANS, & Co., LTD.,  
ALSO AT MANCHESTER AND REDDISH;  
AND TO BE OBTAINED FROM  
J. D. POTTER, AGENT FOR THE SALE OF ADMIRALTY CHARTS,  
145, MINORIES, E.C.

1914.

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*Gratis to Purchasers of Mediterranean Pilot, Vol. IV.*

# CAUTION WHEN APPROACHING BRITISH PORTS.

(To be inserted inside cover of all Sailing Directions.)

## PART I.—CLOSING OF PORTS.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periodical exercises, manœuvres, or otherwise, to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any port of the British Empire, a sharp lookout should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (2), Part II., of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (2), Part II., of this Notice.

If these signals are displayed, vessels must either proceed to the position marked "Examination Anchorage" on the Admiralty Charts and anchor there, or keep the sea.

## PART II.—EXAMINATION SERVICE.

(1) Under certain circumstances, it may become necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Notices to Mariners No. 1 of 1914 and subsequent years.

(2) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (4) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the Examination Anchorage. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(3) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph (4), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night serious delay and risk will be avoided if 4 efficient all round lamps, 2 *red* and 2 *white*, are kept available for use.

(4) By day the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three *red* vertical balls if the port is closed.

By night the steamer will carry: (a) Three *red* vertical lights if the port is closed; (b) three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(5) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions as to entry given to them by the Examination Steamer. In the absence of any instructions from the Examination Steamer they must proceed to the position marked "Examination Anchorage" on the Admiralty Charts, and anchor there, or keep the sea.

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats (except to avoid accident), communicate with the shore, work cables, move the ship, or permit anyone to leave the ship, without permission from the Examination Steamer.

(6) In case of fog, Masters of vessels are enjoined to use the utmost care, and the Examination Anchorage itself should be approached with caution.

(7) The pilots attached to the ports will be acquainted with the regulations to be followed.

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(9) TECHNICAL

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Sup.2  
3 April 1918  
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## ADVERTISEMENT TO THE SUPPLEMENT (2).

This Supplement (2), compiled by Commander W. G. Beauchamp, R.I.M., contains all the information received in the Hydrographic Department of the Admiralty relating to the Mediterranean Pilot, Vol. IV., Fourth Edition, since its publication in 1908, and is derived from the Reports by Officers of His Majesty's Navy and Foreign Governments, and various other sources.

The principal dimensions of all dry docks, patent slips, &c., the available depths into the principal ports, and a list of spots suitable for magnetic observations, included in Mediterranean Pilot, Vol. IV., have been inserted as Appendices.

Supplement, 1911, and all Notices to Mariners relating to the above work, up to and including No. 276 of 1914, are hereby cancelled, except Nos. 1,938 and 2,028 of 1913, which remain temporarily in force.

H. E. P.-C.

*Hydrographic Department,  
Admiralty, London,  
28th February, 1914.*

ADJUTANT GENERAL'S OFFICE  
WASHINGTON, D. C.

This Supplement (2) compiled by Commander W. G. Broadbent, H.M.S., contains all the information received in the Hydrographic Department of the Admiralty relating to the Mediterranean Pilot Vol. IV, Fourth Edition, since its publication in 1902, and is derived from the Reports by Officers of His Majesty's Navy and Foreign Governments, and various other sources.

The principal dimensions of all dry docks, patent slips, wet, the available depths into the principal basins, and a list of spots suitable for magnetic observations, included in *Albatross* No. 147, have been inserted as Appendix.

except 26,133 and 26,928 of 1913 which remain temporarily in  
warehouse up to and including 26,272 of 1911 are fully cancelled.  
Applied, 1911, and all Notices to Mariners relating to the above

2014 February 19th  
 Thursday, London  
 Heliography: 100 minutes

For details of sectors and the latest information respecting the Lights which are included in this work, seamen should consult the Admiralty List of Lights, Part V. This List is published early in every year, corrected to the preceding 31st December.



## ADJUTANT TO THE SUPPLEMENT 32

This supplement (2) compiled by Commander W. G. Gresham, R.N., contains all the information received in the Hydrographic Department of the Admiralty relating to the Mediterranean Fleet, Vol. IV, Fourth Edition, since its publication in 1902, and is derived from the Reports by Officers of His Majesty's Navy and Foreign

*The existence of this Supplement (2) is to be entered on the opening pages of the Mediterranean Pilot, Vol. IV. The information in it is to be carefully considered.*

*One copy is to be retained intact for reference, notations referring to it being made in the pages of Mediterranean Pilot, Vol. IV.; the other copy may be cut up, if considered desirable, the slips being pasted in the volume at the appropriate place.*

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*The several paragraphs follow the order of the paging of the Mediterranean Pilot, Vol. IV., the pages referred to being given in the text.*

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*(All bearings are Magnetic.)*

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GENERAL NAVIGATION.

Page **xxi.**—*Insert new section 15:—*

**15.** *Concise Rules for Revolving Storms—*

1. Revolving storms are so named because the wind in these storms revolves round an area of low pressure situated in the centre. They have also local names, and are termed hurricanes in the West Indies and South Pacific ocean; cyclones in the Indian ocean, Bay of Bengal, and Arabian sea; and typhoons in the China sea.

2. In these storms the wind always revolves the same way in the same part of the world, that is, against the movement of the hands of

The contents of this Supplement (S) is to be placed on the opening pages of the *Monograph* Vol. 11. The information in it is to be carefully considered.

The copy is to be retained for reference and is not to be put in the hands of the *Monograph* Vol. 11. The copy may be used if necessary, but it is not to be put in the hands of the *Monograph* Vol. 11.

# SUPPLEMENT (S)

1914.

RELATIVE TO

MONOGRAPH VOL. 11.

FOURTH EDITION.

1902.

(ORDERED TO BE PRINTED 1911)

The second paragraph follows the order of the pages of the *Monograph* Vol. 11. The pages referred to have been in the text.

(The drawings are mounted)

GENERALIZATION.

Page XXI.—A new section 15.

15. *Generalization* for *Monograph* Vol. 11.

1. Revolving storms are so named because the wind in these storms revolves round an area of low pressure situated in the center. They have also local names and are termed hurricanes in the West Indies and South Pacific oceans, typhoons in the Indian ocean, and tropical and Arabian sea and cyclones in the China sea.

2. In these storms the wind always blows the same way in the same part of the world, that is against the movement of the hands of

*Page xxi continued.*

a watch in the northern hemisphere, and with the hands of a watch in the southern hemisphere. The wind does not revolve in circles, but has a spiral movement, inwards, towards the centre.

3. Revolving storms have also, as a general rule, a progressive movement. Within the tropics they usually move from east to west at first, and then curve towards the pole of the hemisphere in which the storm is generated, and afterwards move from west to east.

4. The track which the centre of the storm takes is called the path of the storm, and the portion of the storm-field on the right of the path is known as the right-hand semicircle, and that on the left as the left-hand semicircle of the storm.

5. In the right-hand semicircle, if the observer be stationary, the wind will always shift to the right, and in the left-hand semicircle to the left. This law holds good in both hemispheres.

6. If a vessel be so situated in a storm that running before the wind the path of the advancing storm will be crossed, this is considered to be the dangerous semicircle. This will always be the right-hand semicircle in the northern hemisphere, and the left-hand in the southern.

7. These storms are most frequent in the northern hemisphere from July to November, and in the southern hemisphere from December to May. In the Bay of Bengal and Arabian sea they, however, occur most frequently about the time of the change of the monsoon.

8. The area over which revolving storms have been known to extend varies in diameter from 20 miles to some hundreds of miles, and their rate of movement in the West Indies averages about 300 miles a day; in the China sea, Bay of Bengal, and Arabian sea about 200 miles a day; and in the Indian ocean from 0 to 200 miles a day, the more stationary storms occurring at the beginning and end of the hurricane season.

9. The indications of the approach of a revolving storm are (1) an unsteady barometer, or even a cessation in the diurnal range, which is constant in settled weather; (2) a heavy swell not caused by the wind then blowing; (3) an ugly, threatening appearance of the sky.

10. In order to judge what is the best way to act if there is reason to believe a storm is approaching, the seaman requires to know (a) in which direction the centre of the storm is situated, (b) in which semicircle the ship is situated.

11. As these points cannot be determined if a vessel is moving with any speed through the water, the first proceeding should be to "stop" or "heave to," and, as it is always best to assume, at first, that the vessel may be in the dangerous semicircle, she should be hove to on the starboard tack in the northern hemisphere, and on the port tack in the southern.

Voyle xxi continues.

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*Page xxi continued.*

12. If an observer faces the wind the centre of the storm will be from 12 to 8 points on his right hand in the northern hemisphere, and on his left hand in the southern hemisphere; 12 points when the storm begins; about 10 points when the barometer has fallen three-tenths of an inch, and about 8 points when it has fallen six-tenths of an inch or upwards.

13. If the wind shifts to the right the vessel is in the right-hand semicircle, if to the left in the left-hand semicircle, and, if the wind is steady in direction, but increasing in force, she is in the direct path of the storm.

14. If the seaman has reason to think that his vessel is in the direct path of the storm he should run with the wind on the starboard quarter in the northern, and on the port quarter in the southern, hemisphere until the barometer has ceased falling. If she is in the right-hand semicircle in the northern hemisphere she should remain hove to on the starboard tack, but if in the southern hemisphere run with the wind on the port quarter; if she is in the left-hand semicircle in the northern hemisphere she should run with the wind on the starboard quarter, but if in the southern hemisphere remain hove to on the port tack.

15. Should a vessel not have sufficient room to run when in the least dangerous semicircle, she should heave to on the port tack in the northern, and on the starboard tack in the southern, hemisphere.

16. If in a harbour or at anchor the seaman should be just as careful in watching the shifting of the wind and ascertaining the direction of the centre, as by so doing he will be able to tell on which side of the path of the storm he is situated, and be able to act accordingly to circumstances.

17. Should the centre of a storm pass over a vessel, the wind, after blowing furiously in one direction, ceases for a time, and then blows with equal fury from the opposite direction. This makes a confused pyramidal sea, which is especially dangerous.

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## CHAPTER I.

**Page 1.—Caution with regard to mines.**—Mariners are informed that mines still exist in the *Ægean* littoral and the *Dardanelles*, and that in consequence great caution should be exercised when approaching or leaving ports situated within those areas.

**Caution with regard to lights.**—Mariners are cautioned that, according to the latest information, many of the lights in the *Dardanelles* and the *Gulf of Smyrna* are extinguished.

Page xxi, continued.

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14. If the seaman has reason to think that his vessel is in the direct path of the storm he should run with the wind on the starboard quarter in the northern, and on the port quarter in the southern hemisphere until the barometer has ceased falling. If she is in the right-hand semicircle in the northern hemisphere she should remain close to on the starboard tack, but if in the southern hemisphere run with the wind on the port quarter: if she is in the left-hand semicircle in the northern hemisphere she should run with the wind on the starboard quarter, but if in the southern hemisphere remain close to on the port tack.

15. Should a vessel not have sufficient room to run when in the least dangerous semicircle, she should heave to on the port tack in the northern, and on the starboard tack in the southern hemisphere.

16. If in a harbour or at anchor the seaman should be just as careful in watching the shifting of the wind and ascertaining the direction of the centre, as if so doing he will be able to tell on which side of the path of the storm he is situated, and be able to act accordingly to circumstances.

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## CHAPTER I.

**Page 1.—Caution with regard to mines.**—Miners are informed that mines still exist in the Bagan littoral and the Danda-nelles, and that in consequence great caution should be exercised when approaching or leaving ports situated within those areas.

**Caution with regard to lights.**—Minors are cautioned that, according to the latest information, many of the lights in the Dardanelles and the Gulf of Smyrna are extinguished.

**Page 2.—Greek currency.**—*After* “gold coins very rare”  
*add* “and are all foreign.”

*Delete* “The lowest note is one drachma and.”

*Insert* “Silver coins of one and 2 drachma are issued.”

#### GREEK WEIGHTS AND MEASURES.

400 drams	..	..	..	=	1 oke
44 okes	..	..	..	..	1 cantar
18 cantars	..	..	..	..	1 ton
1 kilo. of wheat	..	..	..	..	22 okes
1 botza	..	..	..	..	2 okes
48 okes	..	..	..	..	1 Greek barrel

The following are the equivalents of the Greek in English weights and measures :—

9 Greek drams	..	..	..	=	1 oz. (avoir.)
1 oke	..	..	..	..	45 ozs.
39½ okes	..	..	..	..	1 imperial cwt.
18 cantars	..	..	..	..	1 ton
1 kilo	..	..	..	..	1 bushel
3 $\frac{3}{20}$ okes	..	..	..	..	1 imperial gallon
3 $\frac{7}{8}$ stremmas	..	..	..	..	1 acre
1 pike (land measure)	..	..	..	..	25½ inches
1 pike (cloth measure)	..	..	..	..	27 inches
1 royal pike	..	..	..	..	1 French metre

#### TURKISH CURRENCY.

1 <i>l</i> .T. (Turkish lira, pound or sovereign)	=	18s. 2 <i>d</i> .
1 <i>l</i> .T. .. .. .	..	100 gold pias.
1 <i>l</i> . .. .. .	..	1 $\frac{1}{10}$ <i>l</i> .T.
10 <i>l</i> . .. .. .	..	11 <i>l</i> .T.
1 <i>l</i> .T. .. .. .	..	5 $\frac{8}{19}$ medjidiehs (about).
1 <i>l</i> . .. .. .	..	6 medjidiehs
1 medjidieh	..	19 silver pias
1 <i>l</i> .T. .. .. .	..	102 to 104 silver pias
1 pias .. ..	=	40 paras .. 2 $\frac{1}{3}$ <i>d</i> .
1 metallic ..	10 ..	½ <i>d</i> . (about)

#### WEIGHTS AND MEASURES.

1 oke	..	..	..	=	400 drams	..	=	2·83 lbs.
1 kantar or quintal	..	..	..	..	44 okes	..	..	124 lbs.
1 ton	..	..	..	..	1,016 kilos	..	..	792 okes
1 cwt.	..	..	..	..	50·80 kilos	..	..	39·62 okes
1 kileh (bushel)	..	..	..	..	..	..	..	17 to 22 okes*

\*According to specific gravity of cereals measured.

**Page 3.—Communication.—Railways.**—The total length of lines open in Greece at the end of 1912 was 990 miles.





*Page 3 continued.*

**Steamships.**—During 1912 considerable additions were made to the Greek merchant fleet, which now numbers 389 ships, amounting to a total tonnage of over 690,000 tons.

Motor boats and launches have been imported, almost wholly supplied by the United Kingdom. The shipping at Peiræus is, roughly, three-fifths of the total for the whole of Greece.

**Turkey.—Buoyage system.**—The starboard side of a channel is that side which would lie on the starboard hand of a ship approaching from seaward. That side of the channel which would lie on the port hand of a ship approaching the channel is consequently the port side of the channel.

Red conical buoys will be placed on the starboard side, and white can buoys on the port side of a channel or strait.

Small red and white spherical buoys, fitted with staffs, will be placed on shoals which occur in the middle of a channel or strait, and which can be passed on both sides by shipping.

Spherical buoys placed on a shoal lying in the middle of a channel will be furnished, depending on their condition, either with a red cylinder or other topmark.

In the case of a channel or strait which cannot conveniently be buoyed on both sides, a single row of either red or white buoys will be laid down. Some of the buoys forming this row may be conical and others can buoys. In order to enable the buoys inside the channel to be easily seen and distinguished, a beacon buoy will be placed at the entrance of the channel, where the nature of the background renders this necessary; its topmark will be entirely red, and its other parts red or white, according as it lies in the line of buoys marking the starboard or port side of the channel.

In the case of winding channels and inlets containing numerous and extensive shoals, where the fairway for shipping may be considered as divided into a number of disconnected zones, beacon buoys will be placed at the extremities of each zone, in order that the limits may be clearly perceived, and a reliable guide to shipping afforded.

As regards the fairway both the topmarks and the other parts of the buoys must be painted red on the starboard side. On the port side the topmarks red and their other parts white. The topmarks of the beacons on the shoals in the fairway, which can be passed on both sides by shipping, must be entirely red, the other parts being painted with horizontal red and white stripes.

The topmarks belonging to one zone will be distinguished from those of other zones by their form. In places of this kind light-buoys and fixed beacons of peculiar colour, and carrying special topmarks, can be used.

and the intelligibility of the book appears to indicate that the author is a professional linguist, not a layman. The book is written in a clear, concise, and readable style, and the author's knowledge of the subject is evident throughout. The book is a valuable contribution to the field of linguistics, and it is highly recommended for anyone interested in the subject.

*Page 3 continued.*

Reckoning from the entrance to the channel, the buoys on the starboard side will have odd numbers painted on them in black, and those on the port side even numbers. On the starboard side of a channel or strait a red-coloured staff or pole beacon, or an uncoloured mast beacon, will be placed. On the port side a white-coloured beacon, without a staff, or an uncoloured perch beacon (the branched stump of a tree).

On shoals situated outside a channel, spar buoys, beacon buoys, any kind of buoy fitted with a staff, or fixed beacons will be placed on the shoal or in its vicinity. These will always be painted red. The other parts, as occasion may require and to be readily distinguished, will be painted white or red. Where their position renders it necessary, shoals will in some cases be marked by bell-buoys, light-buoys, or whistle-buoys. If it is only necessary to mark shoals on one side, beacons either without topmarks or carrying special ones will be used.

Topmarks are used to indicate the direction in which the shoal lies. In the case of exceedingly small shoals, situated either inside or outside the channel, where it is not considered necessary to surround them with other buoys, and where shipping can approach close to the beacons, the topmark will be a cylinder of height equal to its diameter. While this topmark may also be carried by a buoy marking a sunken vessel, it may not be used in any other place.

In the case of an extensive shoal, situated inside or outside the channel where it is considered necessary to place buoys, they will carry topmarks as described below:—

On a buoy or beacon on the north side of shoal	Two conical topmarks, each point upwards.
On a buoy or beacon on the south side of shoal	Two conical topmarks, each point downwards.
On a buoy or beacon on the east side of shoal	Two conical topmarks, upper one upwards, lower one downwards.
On a buoy or beacon on the west side of shoal	Two conical topmarks, both pointing towards each other.

To indicate the position of a submerged wreck, conical buoys, truncated conical buoys, or cask or barrel buoys will be used; they will be painted green, and have the word **Wreck** written on them in white. These wreck buoys will carry a staff and, according to their position, will exhibit a cylindrical topmark.

To mark the position of telegraph cables green spherical buoys are used. On these buoys the word "**Telegraph**" or the letter "**T**" will be painted in white, in Turkish character.

In order to indicate the limits of quarantine areas, yellow buoys or conical beacons must be used.

conical beacons must be used.

In order to indicate the limits of quarantine areas, yellow buoys are used. On these buoys the word "Telegraph" or the letter "T" will be painted in white, in Turkish character.

To mark the position of telegraph cables green spherical buoys are used. These wreck buoys will carry a star and, according to their position, will exhibit a cylindrical topmark.

To indicate the position of a submerged wreck, conical buoys, triangular conical buoys, or cask or barrel buoys will be used; they will be painted green, and have the word **Wreck** written on them in white. These wreck buoys will carry a star and, according to their position, will exhibit a cylindrical topmark.

On a buoy or beacon on the north	Two conical topmarks, each point upwards.
On a buoy or beacon on the south	Two conical topmarks, each point downwards.
On a buoy or beacon on the east	Two conical topmarks, upper one upwards, lower one downwards.
On a buoy or beacon on the west	Two conical topmarks, both pointing towards each other.

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While this topmark may also be carried by a buoy marking a sunken wreck, it may not be used in any other place.

beacons, the topmark will be a cylinder of height equal to its diameter. In the case of exceedingly small shoals situated either inside or outside the channel, where it is not considered necessary to surround them with other buoys, and where shipping can approach close to the shoals, the topmark will be a cylinder of height equal to its diameter. It is only necessary to mark shoals on one side, whistle-buoys. If it is only necessary to mark shoals on one side, beacons either without topmarks or carrying special ones will be used.

beacons will in some cases be marked by bell-buoys, light-buoys, or painted white or red. Where their position renders it necessary, parts, as occasion may require and to be readily distinguished, will be painted white or red. These will always be painted red. The other kind of buoy fitted with a staff or fixed beacon will be placed on the shoal or in its vicinity. On shoals situated outside a channel, spot buoys, beacon buoys, and

stump of a tree).

beacon, without a staff, or an uncoloured beacon (the painted channel or staff a red-coloured staff or pole beacon, or an uncoloured must beacon, will be placed. On the port side a white-coloured those on the port side even numbers. On the starboard side of a board side will have odd numbers painted on them in black, and reckoning from the entrance to the channel, the buoys on the star

With 2 continuance.

*Page 3 continued.*

In order to denote the limits of areas temporarily closed to shipping, while appropriated for experiments or practice from guns and torpedoes, yellow cask or barrel buoys, fitted with small pendants, will be used.

## CHAPTER II.

**Page 11.—Cape Matapan.**—Line 3 of paragraph: *For* “3” read “4.”

Latitude in margin should read “36° 23' N.”

**Page 12.**—Latitude in margin should read “36° 23' N.”

**Page 13.**—Latitude in margin should read “36° 24' N.”

*Chart 3372, Gulf of Lakonikos.*

**Page 17.—Mulaos point.—Light.**—A *fixed red* light is situated on the head of mole on eastern side of Mulaos point; it is shown at an elevation of 30 feet, on an iron column above a hut, and is visible 6 miles.

*Chart 1685, Venetiko island to Spezzia island.*

**Page 29.—Port Ieraka.**—A church, which forms a useful mark when making Port Ieraka, is situated on the summit north-west of Cape Vathi.

*Chart 1308, Head of Gulf of Nauplia.*

**Page 32.**—Line 4: *After* “Custom-house” insert “which has recently been lengthened, and a channel to the quay has been dredged to a depth of about 21 feet.”

**Buoy.**—*Omit* this paragraph.

*Chart 1525, Hydra bay, Spezzia, &c.*

**Page 36.—Spezzia.**—Spezzia light has been altered to a *white occulting* light every five seconds, elevated 98 feet, and visible 15 miles.

## CHAPTER III.

*Chart 1525, Hydra bay.*

**Page 38.—Disaki island** consists of two separate parts, cut through at the narrowest place.

**Page 42.—Hydra bay.**—*After* “already named,” at the end of paragraph, insert “and a shoal off Supia island.”

**Shoal.**—At a distance of  $4\frac{1}{2}$  cables, S. 68° W., from the south-west point of Supia islet, is a rocky shoal, about 30 yards in extent, with  $2\frac{1}{2}$  fathoms of water on it, and deep water around, with depths of 10 to 12 fathoms for a distance of 2 cables between it and the shore.



*Plan 1517, Poros island.*

**Page 45.—Port Pogon.**—The anchorage, as affording the best holding ground, is situated with Obelisk point bearing E.S.E., distant about  $2\frac{1}{2}$  cables.

**Light.**—Dana point light has been altered to a *white occulting* light every five seconds, visible 14 miles.

*Plan of Ægina on 1816.*

**Page 48.—Lights.**—After “mole at Ægina,” at end of paragraph, add “and a *green fixed* light, visible in clear weather from a distance of 6 miles, is shown at an elevation of 25 feet on the head of the south-eastern mole.”

*Chart 1514, Ægina and Methana.*

**Page 49.—Moni island.—Light.**—On the west extreme of Moni island, a *group flashing* light, showing two flashes every seven and a half seconds, with *white, red, and green* sectors, is shown at an elevation of 75 feet, from a white iron tower, 21 feet high, over a square house. The *white, red, and green* lights are visible 13, 11, and 10 miles, respectively.

**Page 50.**—Chart 2021 has been withdrawn.

*Chart 1367, Corinth bay and isthmus.*

**Pages 51 and 52.—Corinth canal** is the shortest way for vessels sailing from the Adriatic sea and ports of Austria, France, and Italy, to the Ægean sea and ports of Turkey, Roumania, Russia, and Asia Minor. The prevailing winds in the canal are north-west (or in the direction of the canal), next follows an east wind, and lastly north. These require much attention when entering from the Poseidonia side. All ships towed must furnish their own hawsers.

**Current signals.**—The following signals are shown from the flagstaff at each end of the canal:—

In the daytime two triangular white flags, at night a *red* light over a *white* light, signify that the current follows the same direction as the entering ship.

In the daytime a triangular white flag, at night two vertical *red* lights, signify that the current is opposite to the direction of the entering ship.

No current signal at all at the flagstaff signifies that there is no current.

*Chart 1513, Athens to the Isthmus of Corinth.*

**Page 53.—Megara bay.**—Anchorage may be obtained north-eastward of Paki island, but the water is deep. Pakiaki is joined to the mainland by a causeway, alongside which steamers lie.

*Plan 894, Salamis strait and Georgio channel.*

**Page 55.—Buoys.**—The Georgio channel is marked by three conical buoys on each side.





*Plan 1520, Peiræus and Phalerum bay.*

**Page 56.—Peiræus.—Docks and repairing facilities.**—There are two dry docks—one floating dock at Salamis (distant some 7 miles), the property of Government, and capable of lifting 3,000 tons, and a marine railway dock, situated at the harbour entrance. The latter dock is of the more modern type, and is capable of lifting a ship of 4,000 tons. The workshops attached are fitted with the latest plant. The two dry docks under construction by the Harbour Board are nearly completed. There are seven engineering and repairing shops established, and of these three are of importance, and capable of carrying out almost any class of marine work.

**Page 57.—Peiræus.—Breakwaters.**—The northern breakwater has been repaired.

**Saluting battery spit.**—*Omit paragraph.*

**Lights.**—*Omit first three lines of paragraph, and substitute:* “About 22 yards from the extremity of King George I. (Themistocles) breakwater, two *green fixed* lights, placed vertically, are shown, the upper one being 40 feet above the sea. Ships should pass at not less than 44 yards from the said lights, in order to avoid the end of the breakwater.”

**Harbour works.**—*Erase* “The length of the docks, &c.,” and *substitute:* “The lengths of the docks are to be 462 and 323 feet, widths  $69\frac{3}{4}$  and 51 feet, depths 29 and 26 feet, respectively. There is a slip capable of taking a vessel of 3,500 tons, and four floating cranes, one at least capable of lifting 10 tons.”

*Erase* “constructing,” and in the second paragraph *erase* “to be.”

**Pages 57 and 58.**—*Alter* the names of “Cape Themistocles” and “Cara Krakari” to “King George I.” breakwaters.

**Page 59.—Port Castela.—Light.**—A *green fixed* light is established on the north side of the entrance to the port.

**Pier.**—On the western side of Port Castela is a stone pier about 100 feet long.

**Landmarks.**—*Add* to paragraph “and a conspicuous white house about midway between Cape Colias and Kosma point.” *Erase* “Two houses with conspicuous turrets,” to end of paragraph.

**Anchorage.**—H.M.S. *Aboukir* reported in 1910 the best anchorage to be S.  $\frac{1}{2}$  W. from Actæon hotel, distant 8 cables. To the eastward the ground is hard, and the ship dragged.

*Chart 1513, Athens to the Isthmus of Corinth.*

**Page 60.—Kosma point.**—At a distance of about  $2\frac{3}{4}$  cables, S.  $68^{\circ}$  W., from the south-western extreme of Kosma point, is a rock with 5 feet of water on it.



*Plan of Port Mandri, &c., on 1526.*

**Page 62.—Wreck.**—*Erase paragraph, and substitute:—*

The wreck of s.s. *Solano* has been removed, but an examination of the site of the wreck shows that some portions remain, over which the depth is 27 feet.

**Coal and supplies.**—*Substitute: “Coal can be supplied at the Port of Lavrion, in Ergasteria bay, and can be loaded at the rate of 100 tons an hour. There are also machinery workshops capable of undertaking repairs to ships.”*

*Plan of Mandri channel on 1526.*

**Page 63.—Vrisaki point light.**—The light is an *occulting* light, with *white* and *green* sectors, *every four seconds*, showing light *three seconds* and *eclipse one second*. The *white* light is visible 14 miles, and the *green* light 10 miles. The elevation is 72 feet.

*Plan of Port St. Nikolo on 1526.*

**Page 65.—Port St. Nikolo.—Light.**—A *fixed green* light, known as St. Savvas light, has been established on the southern entrance to the port; elevated 66 feet, visible 5 miles, but obscured by the land when bearing northward of S. 74° E.

**Coal.**—*Omit paragraph.*

*Plan 1788, Petali islands and anchorages.*

**Page 68.—Phundo islet.—Light.**—On the south extreme of Phundo islet, a *red occulting* light *every three and a half seconds*, is shown at an elevation of 16 feet from a white iron tower.

*Chart 1597, Petali gulf.*

**Page 70.—Dipsa rock.—Light.**—From a white iron tower on the summit of Dipsa rock, is exhibited, at an elevation of 56 feet, an unwatched *flashing white* light *every three and a half seconds*; it is visible 9 miles.

**Page 71.—Aliveri bay.**—A *fixed red* light is shown at the end of the pier.

*Plan 2802, Town and Strait of Euripo.*

**Page 72.—Burj channel.—Light.**—At Avlide, opposite Burj spit, a *white occulting* light *every five seconds*, is shown at an elevation of 30 feet, visible 10 miles.

**Light-buoy.**—A light-buoy, showing a *flashing white* light *every three seconds*, is moored in a depth of 3 fathoms off the end of Burj spit.

The bank off the mouth of the stream situated about 3 cables south-eastward from Burj point, is reported to have extended about 1½ cables to the south-westward.

On top of page *erase “2602” and substitute “2802.”*

Area of Port 21 is about 15,000 sq. ft.

**Page 62--Wreck.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

**Coal and supplies.**—A large quantity of coal and supplies were found in the wreck. The coal was found in a large pile, and the supplies were found in several boxes and barrels.

**Page 63--Wreck point light.**—The light is an iron, cylindrical, and is about 10 in. high. It was found in the wreck, and was found to be empty.

**Page 64--Port St. Nicholas.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

**Page 65--Thames Island.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

**Page 66--Ship's rock.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

**Page 67--Aliveri bay.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

**Page 68--Long channel.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

**Light-house.**—A small, rectangular, iron safe, about 18 in. long, 12 in. wide, and 10 in. high, was found in the wreck. It was found in the center of the wreck, and was found to be empty.

The light is an iron, cylindrical, and is about 10 in. high. It was found in the wreck, and was found to be empty.

The top of the light is about 10 in. high, and is about 10 in. wide.

*Plan 2802.*

**Page 74.—Bridge.**—*Omit* from “The bridge is also opened, &c.,” to end of paragraph, and *substitute*: “The Euripo-Athens railway section being now opened to traffic, it may happen that a ship must wait a long time for the opening of the bridge. As the current in the strait may attain 7, and in stormy weather  $8\frac{1}{2}$  miles, it is advisable to anchor before entering the narrow channel, and not approach the passage till after the opening of the bridge.”

#### CHAPTER IV.

*Chart 1665, Mityleni island, &c.*

**Page 82.—Mityleni.—Population.—Trade.**—In 1913, Mityleni was reported to have a population of 500,000. The trade products consisted of olive oil, soap, gums, sponges, oranges and lemons, cereals, hides, and skins.

**Rainfall.**—The rainfall during the year 1912 averaged 29.02 inches.

**Page 92.—Shipping.**—*Erase* paragraph, and *substitute*: “In 1909, 12 steam vessels, of 49,170 tons, and 884 sailing vessels, of 19,400 tons, entered the Port of Dikili; of these 6 steam vessels, of 25,000 tons, were British.

*Plan 1672, Mosko-nisi, &c.*

**Page 95.—Shipping.**—*Erase* paragraph, and *substitute*: “In 1909, 676 steam vessels, of 95,032 tons, and 1,570 sailing vessels, of 22,492 tons, entered the Port of Aivali; of these one steam vessel, of 800 tons, was British.”

*Plan 1661, Port Mudros.*

**Page 99.—Light.—Kombi island.**—A group flashing white light, showing *two* flashes *every five seconds*, is shown from a white masonry tower on the summit of the island, elevated 187 feet, and visible 15 miles.

**Light.—Sangrada point.**—A flashing white light, *every three seconds*, has been established on the extremity of Sangrada point; it is elevated 31 feet, and visible 5 miles.

**Telegraph.—Port Mudros.**—A telegraph station has been established, and is open to traffic.

**Page 103.—Middle pass.**—Leading mark should now read: “The seventh from the left of twelve mills appears in line with the extremity of Kaloyeraki point, bearing N.  $29^{\circ}$  E.,” &c.

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There is a small, 4-5 inch diameter, irregularly shaped, dark, black, shiny, and somewhat lustrous, but not metallic, object, which is attached to the bottom of the black, shiny, and somewhat lustrous, but not metallic, object.

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*Plan of Kastro on 1891.*

**Page 104.—Light.—Kastro.**—A *flashing white* light every *three seconds*, has been established on the western extremity of the outer wall of the castle; the elevation is 243 feet, and the light is visible 10 miles.

*Chart 1659, Lemnos.*

**Page 106.—Cape Plaka.—Lights.**—On a white masonry tower, 74 feet in height, about  $1\frac{1}{2}$  cables within the north-east extremity of the cape, are situated two lights. The main light is a *group flashing white* light, *three flashes every ten seconds*, elevated 164 feet above sea level, and visible 19 miles. The auxiliary light is a *fixed red* light, elevated 105 feet, visible 15 miles over Kharos bank, between the bearings of  $301^{\circ}$  (N.  $55^{\circ}$  W. mag.) and  $346^{\circ}$  (N.  $10^{\circ}$  W. mag.).

*Chart 1599, Cape Eski Stambul to Kum Kali.*

**Page 108.—Tenedos island.—Light.**—The light is situated on the southern headland of Ponente point.

**Page 114.—Yeni Shehr bank.—Buoys.**—The two red and white buoys have been removed.

*Chart 2429, Dardanelles.*

**Page 115.—Dardanelles.—Regulations for navigation.**—The following regulations have been issued for the guidance of masters of vessels passing through the Dardanelles, and conducted by a pilot vessel:—

1. The firman launch is situated between Nagara and Bokali Kalessi lighthouses: the firman will be issued there.

2. Vessels which are not provided with a firman must not cross the line between the above-mentioned lighthouses.

3. All vessels must hug the European shore and keep clear of the Asiatic shore of the strait.

4. All vessels, whether inward or outward bound, must pass as close as possible to a buoy marking a shoal near Kilid Bahr light-house.

5. Any vessel which sees that the vessel next ahead of her is deviated from her course by the current must avoid following her, and keep a proper course.

6. All vessels outward bound, wishing to call at Chanak (Dardanelles), must, when leaving, proceed to Maitos to meet the pilot vessel. Vessels inward bound, wishing to call at Chanak (Dardanelles), must first proceed to Maitos, maintaining their position in the line, and will proceed from thence to Chanak.

7. Vessels bound for Constantinople are absolutely prohibited from stopping near the buoys; they must wait off Khelia liman to obtain pratique.



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1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes. Once the causes have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Finally, the last step is to implement the plan and monitor the results. This involves putting the plan into action and tracking the progress of the solution. Once the problem has been solved, the final step is to evaluate the results and determine if the solution was effective. This involves comparing the results of the solution to the original problem and determining if the problem has been solved. If the problem has not been solved, the process starts over.

[illegible]

1. The above information was obtained from the records of the  
 2. State of New York, Department of Social Services, Division of  
 3. Child Welfare, Office of the Director, Albany, New York.  
 4. The information was obtained from the records of the  
 5. State of New York, Department of Social Services, Division of  
 6. Child Welfare, Office of the Director, Albany, New York.  
 7. The information was obtained from the records of the  
 8. State of New York, Department of Social Services, Division of  
 9. Child Welfare, Office of the Director, Albany, New York.  
 10. The information was obtained from the records of the  
 11. State of New York, Department of Social Services, Division of  
 12. Child Welfare, Office of the Director, Albany, New York.

1. The first step in the process of identifying a problem is to determine the scope of the problem. This involves identifying the specific area of concern and the individuals or groups affected by the problem. Once the scope of the problem is determined, the next step is to gather information about the problem. This can be done through a variety of methods, including interviews, surveys, and observation. The information gathered should be used to identify the causes of the problem and to develop a plan of action to address the problem. The final step in the process is to implement the plan of action and to monitor the results. This involves putting the plan into action and then evaluating the progress made towards solving the problem. If the problem is not solved, the plan should be revised and the process should be repeated.

On 11/11/77, the following information was received from the  
Bureau of the Census, Washington, D.C. regarding the number of  
persons who died in the United States in 1976:

more fully than ever before, and the Government has been able to  
obtain a more complete and accurate picture of the situation in the  
country.

*Page 115 continued. Chart 2429.*

**Light.—Kum Kale.**—On the north-western angle of Kum Kale a *red flashing* light is exhibited at 29 feet above the sea. The light is shown from a staff on a white house, and is visible 6 miles.

On the top margin of page *alter* "longitude 29° 12' E." to "26° 12' E."

**Caution with regard to mines.**—Mariners are informed that mines still exist in this neighbourhood, and great caution should be exercised when approaching or leaving the ports.

**Page 116.**—*Expunge* from "should" in line 19 to "and" in line 20.

Line 23: *Expunge* "Should the buoys not be seen."

**Page 117.—Light.—Seddul Bahr.**—On the south point of the fortress of Seddul Bahr, Cape Greco, is a white house with a white iron framework, 24 feet in height. From this structure is shown a *flashing green* light *every three seconds*, at an elevation of 36 feet above the sea, and visible 5 miles.

*Chart 1087, Thaso island to Dardanelles.*

**Page 120.—Imbros island.—South coast.**—*Add* to paragraph: "In 1909 H.M.Ss. *Bacchante*, *Lancaster*, and *Suffolk* anchored to southward of lake near Cape Aliki, in 10 fathoms of water, with Cape Aliki, bearing N. 35° E., 6-foot rock, N. 65° W., and point in line with Coja chemen dogh, N. 65° E. From this position the house with red roof was shut out by the higher land near Cape Aliki."

## CHAPTER V.

*Chart 1556, Gulf of Volo.*

**Page 132.—Atalanti island.—Light.**—The approximate position is lat. 38° 41' N., long. 23° 7' E.

**Vromo Limni point.—Light.**—From a white iron tower with a red band on Vromo Limni point, is shown at an elevation of 19 feet, an unwatched *flashing* light *every two seconds*, with *white* and *red* sectors; the *white* and *red* lights are visible 9 and 8 miles, respectively.

**Page 133.—Strongilo islet.—Light.**—*Erase* last four lines of page, and *substitute*: "A *fixed* light, with *white* and *red* sectors; *red* light visible 12 miles, *white* 16 miles."

**Page 134.—Lamia gulf.—Zeitun or Stylida.**—The south shore is reported to be extending.

*Note.*—No. of chart at top of page should be "1556," not "1536."

09/12/2007 10:00:00 AM

**Light.—Kum Kale.**—On the north-western angle of Kum Kale a very brilliant light is exhibited at 20 feet above the sea. The light is of a white colour, and is visible 6 miles.

On the top margin of page 29, E1, 29

**Cautions with regard to mines.**—Miners are informed that mines still exist in this neighborhood, and great caution should be exercised when approaching or leaving the ports.

Page 118.—Exposure from "quartz" in line 12 to "and" in line 19.

Effect of low-sodium salt blends on sensory attributes of food

Page 117.—Light--Sedgwick Bahr.—To the south of the  
the fortress of Sedgwick Bahr, Cape Girardeau, is a white house with a white  
iron framework, 12 feet in height. From this structure is shown a  
brilliant yellow light, very much concealed, at an elevation of 10 feet  
above the sea and visible 5 miles.

Contributors of *Journal of* 2004

**Page 120.—Impres island.—South coast.**—Two to four

## 7. REFERENCES

*Journal of Interpersonal Violence* 26(10)

Page 182—Atlantic island—Eight—The

**Vermont Linnæi point**.—Light.—From a white limestone  
point, about 10 miles from Vermont Linnæi point, is shown a red limestone  
of the same age as the Vermont Linnæi point, which is also  
seen at the base of the Vermont Linnæi point.

Page 133.—Strongello islet—Light.—Where fort built in 1892, and where the light was first shown. A good light with white and red lanterns, and a red light at the top of the tower.

[illegible]

*Page 134 continued. Chart 1556.*

**Buoys and beacons.**—*Erase* paragraph, and *substitute*: The entrance to the channel is marked by two light-buoys, showing a *green fixed* light on the starboard side and a *red fixed* light to port. Inside the port are four beacons, on stakes, marking the edge of the shallow water. On the quay at the head of the port is a *green fixed* light, showing a *white* sector over the entrance to the channel. Ships entering should be in this *white* sector to pass between the two light-buoys at the entrance.

**Page 137.—Argiro nisi light.**—This is an *alternating flashing white and red* light every five seconds (*white* flash, one-tenth second; eclipse, four and nine-tenths seconds; *red* flash, one-tenth second; eclipse, four and nine-tenths seconds).

**Oreos shoal.**—Latitude in margin should read “38° 57' N.”

**Beacon.**—*Erase* paragraph.

**Light.**—On the centre of Oreos shoal, from a white iron column with a red band, is exhibited, at an elevation of 21 feet, an unwatched *flashing white* light, every three and a half seconds; it is visible 7 miles.

*Chart 2048, Skyros island.*

**Page 140.—Light.**—Omit “on account of damage by earthquake, &c.,” to end of paragraph. The light is again working regularly.

**Valaxa island.—Light.**—On Latomeio point, from a white iron tower with a red band, is exhibited, at an elevation of 59 feet, an unwatched *flashing white* light every three and a half seconds; it is visible 10 miles.

**Page 141.—Linaria.—Light.**—On the eastern shore of Linaria cove, at a distance of  $3\frac{1}{2}$  cables, S. 38° W., from the south extreme of Psarina point, a *fixed white* light, with *green* sector, is visible 6 miles, and elevated 75 feet. The *green* light shows only over Linaria anchorage. The light is obscured over the land towards the north-east.

*Plan of Port of Volo on 1196.*

**Page 147.—Port of Volo.**—The least depth on the bank south-eastward of Cape Sesklo is  $5\frac{1}{4}$  fathoms.

**Breakwater.**—The breakwater has been completed, the outer arm being 860 yards long, and the buoys have been removed.

**Light.**—*Erase* the whole paragraph, and *substitute*: “A *green fixed* light has been established at its outer end.”

*Plan of Skiathos harbour on 1196.*

**Page 149.—Praso nisi.—Light.**—From a white iron tower on Praso nisi is exhibited, at an elevation of 33 feet, an unwatched *flashing white* light every three and a half seconds; it is visible 9 miles.



*Page 149 continued. Plan on 1196.*

**Skiathos harbour.—Light.**—A *fixed red* light is shown from a white columnar structure, 25 feet high, and surrounded by a red brick wall in the centre of the 15-foot islet off Skiathos. The light is elevated 40 feet above the sea, and is visible 5 miles.

**Page 159.—Boundary.**—*Expunge* paragraph.

*Plan 2070, Saloniki bay.*

**Page 162.—Vardar bank light-vessel** has been withdrawn.

**Light-buoy.**—A light-buoy, painted in black and white bands, and showing a *white flashing* light, is moored about half a mile off Vardar point.

**Page 163.—Saloniki harbour.**—The entrance has a depth of 26 feet.

The entrance to the harbour is prohibited at night.

**Quays.**—The length of the main wharf is 580 yards, with a depth alongside of 16 to 19 feet. The lengths of the arms are 220 yards, with a depth of 16 to 19 feet alongside the west mole and 25 feet alongside the east mole. There is mooring accommodation alongside the quays and in the basin for about 20 steamers. There are five travelling steam cranes, one of 15 tons capacity, one of 5 tons, and three of 2 tons.

*Chart 1086, Gulf of Kassandra to Thaso and Lemnos islands.*

**Page 175.—Panagia island.**—The island lies about  $4\frac{1}{2}$  miles S. by E. from Hamidieh, off the south point of Thaso island. It rises steeply, and is with difficulty accessible, the only landing place being in a small bay on the south side of the island. An isolated rock, 25 feet high, is situated off the S.E. point. The island is now uninhabited, but birds and rabbits live there, and the bay is rich in fish.

**Page 176.—Thaso island,** with its elevation and coast projections, especially Cape Kephala and the small island of Panagia, south of the island, forms several landmarks.

The best anchorage is in the vicinity of the pier, in about 6 to 9 fathoms.

There are no lights nor pilots, but two steam tugs exist, a steamer and a motor-boat. They serve specially for towing lighters, but the steamer goes twice weekly to Kavala for mails.

**Quarantine and Customs.**—A ship is boarded on arrival; a certificate of health is demanded, but otherwise formalities are fairly simple.

**Roadstead and landing.**—The roadstead is open, and lies entirely unprotected from south to west-south-west winds, and with stormy winds from these directions it is advisable to leave the roadstead. Northerly winds, however, prevail, and ships lie well upon the roadstead. The coast is steep-to.

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**Skistinos Harbor.—Lighthouse.**—A white cylindrical tower with a white lantern structure. 22 feet high and surrounded by a wall 10 feet high. The light is 10 feet above the wall and is visible 10 miles.

Page 155 — Bonifacio — Pinar del Rio

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Page 1897 - Yodanis bank right vessel and beam 11 ft 10 in.

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its sales targets.

Environ. Sci. Technol. 1998, 32, 1039-1044

[illegible]

Page 168.—Salomoniki Harbour.—The entrance has a depth of

... might be too difficult to understand and at some time difficult

6. After January 1971, a 100% increase will be applied to the 1970-1971 rate.

1976-1978 and 1979-1981. The first of the two periods is

DATE SHIP LEFT AND DESTINATION: 01 of 01 to North America, 01/01/01

biochemical markers of inflammation and oxidative stress, and the degree of

[illegible]

1.63  $\times 10^{-10}$  s

Abstracts of papers presented at the 1997 Annual Meeting, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676

Page 169-170 of 170

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

... ..

[illegible]

to do it and not be afraid of it and be a good friend to everybody.

Page 178 — These islands are located in the Pacific Ocean, west of the Philippines.

Figure 1 shows the results of the regression analysis. The regression equation is:

adventured beyond their island and the

The first step is to find the value of  $x$  that satisfies the equation  $x^2 - 1 = 0$ .

JOURNAL OF DOCUMENTATION

"There are a lot of new ideas out there, and we're going to have to figure out how to make them work."

They were speaking to him about a new project

• *Adaptation to the environment is a continuous process.*

Having no defined shape, A—smoggy has extensive

but can still be used to test the hypothesis of a direct, unmediated effect.

all have groups of boats built off—quibbels and hoochbooms

$H^1$  has finite  $\ell_1$ -dimension of almost orthogonal vectors

not all pairs of elements in  $\mathcal{H}$  multiply with equal relative speed

any other of your own property, to which you are entitled, and

of  $\mathbb{Q}^n$  and  $\mathbb{R}^n$  respectively. In particular, we have

Digitized by Google

*Page 176 continued. Chart 1086.*

**Pier.**—An iron pier is built into the sea near the steep coastal declivity, where the mining establishments are situated. It serves specially for shipping ore into lighters, by means of which the ore is brought on board the sea-going ships. The pier is connected with the sheds for the storage of ore by a railway line. The ore is brought on tipping wagons to the shoots, and thence to the lighters, each of 12 to 10 tons capacity. The transfer of cargo goes fairly quickly in good weather.

**Communication** with the land is maintained by ships' boats.

**Fresh provisions** can be obtained as a rule, but no other ships' requirements.

**Small works of repair** can be carried out in case of necessity by the Mining Company.

**Water** can be obtained from the Mining Company in small quantities, but this must be drawn by the ship's boats.

**Coal** cannot be obtained.

**Botos bay**, which bounds Kastro bay to the south-east, finds some protection from southerly winds. Anchorage in 7 fathoms.

**Hamidieh harbour.**—Hamidieh, formerly called Kastro, lies on the S.W. coast of Thaso island. It is a chief shipping place for ore, which is obtained to north-east of the village from mines lying close to the coast. The whole mining establishment is in German hands.

The village of Hamidieh lies in the low land immediately on the shore, where also the hinterland gradually ascends. To this flat shore is attached to eastward a steep wall of rock, projecting southward, upon which the office of the firm stands, and is visible at a distance. Further eastward this wall recedes and forms a small bay, on which there is a steep slope, where the mining establishments are situated. To the east of the mining establishment on the highest hill stands a conspicuous powder-house.

**Sotiros.**—A village called Sotiros is situated on the north-west coast of Thaso island, and connected by a railway with Cavamith. A pier is situated there, for loading ore from sheds, off which vessels can anchor within 2 cables.

For ships coming from the south-west the mines and railway lines are easily recognised.

The shoals on the coast between Cape Kephalo and Sotiros are easily recognisable by the light green colouring of the water. The roadstead is protected against south and east winds.

Drinking water can be obtained in very small quantities, otherwise nothing is to be obtained, and ships' own boats communicate with the pier.





## CHAPTER VI.

*Plan of Psara island on 1891.*

**Page 178.—Psara island.—Light.**—On Kokino pulo, about 220 yards from the extremity of the point, on a white circular tower, 39 feet in height, is a *flashing white light every five seconds*, at an elevation of 246 feet; visible 20 miles in clear weather.

*Plan of Port Scio on 1645.*

**Pages 182 and 183.—Port Scio.—Khios island.—Lights.**  
—*Erase both paragraphs, and substitute:—*

**Light.—North mole.**—On the outer end of the mole, at an elevation of 29 feet, is a *fixed light*, showing *green* seaward and *red* over the port.

From the south end of the fort two *red fixed lights*, placed vertically, are shown.

**Light.—South mole.**—On the outer end of the mole, at an elevation of 29 feet, a *fixed light*, showing *red* seaward and *green* over the port; visible 3 miles.

**Page 183.—Trade.**—In 1912 the total imports of Scio amounted to £203,250, and the exports to £191,400.

*Chart 1617, Vourlah road.*

**Page 193.—Clazomenæ islet.—Buoy.**—A red buoy is situated at the entrance to the Port of Lazaret de Clazomenæ, on the western side of this islet.

*Plan 1522, Smyrna harbour.*

**Page 197.—Pelican spit.—Light-vessel.**—*Erase paragraph, and substitute:—*

**Light-buoy.**—A light-buoy, cylindrical in shape, with framework superstructure, painted in black and white horizontal bands, exhibiting a *flashing white light every five seconds*, is moored off Pelican spit. Ships should pass south of this buoy.

**Page 198.—Sanjak spit.—Light-vessel.**—*Erase paragraph, and substitute:—*

**Light-buoy.**—A light-buoy, cylindrical in shape, with framework superstructure, painted in black and white horizontal bands, exhibiting a *flashing white light every five seconds*, is exhibited off Sanjak spit.

**Light-boats.**—The channel northward of Yeni Kale is now marked by two small light-boats, each showing a *red flashing light every three seconds*.

Vessels must pass between the light-boats.

**Smyrna harbour. — Submarine mining.**—A submarine minefield has been laid down in Smyrna harbour in the vicinity of Fort Yeni Kale. Masters of vessels are warned that they must not anchor or stop in this part of the harbour.

# APPENDIX VI.

Notes on the Islands of the West.

Page 178.—**Barra Island.—Light.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

Notes on the Islands of the West.

Pages 182 and 183.—**Fort Seio.—Rhino Island.—Light.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

**Light.—North pole.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

**Light.—South pole.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

**Light.—North pole.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

Page 183.—**Trache.**—In 1817 the light was on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

Notes on the Islands of the West.

Page 183.—**Oxanna Island.—Light.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

Notes on the Islands of the West.

Page 185.—**Belton light.—Light-vessel.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

**Light-vessel.—A light-vessel.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

**Light-vessel.—A light-vessel.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

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**Light-vessel.—A light-vessel.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

**Light-vessel.—A light-vessel.**—The light is on the summit of the island, on a small hill, 20 feet in height. It is a very good light, and is visible in clear weather. The light is 20 feet in height.

Notes on the Islands of the West.

**Smymna Harbour.—Submarine mining.**—A submarine mining machine has been used in Smymna Harbour for the purpose of raising the remains of the shipwreck of the *Fort San Juan*. The machine is a very good one, and is visible in clear weather. The machine is 20 feet in height.

*Plan 1522.*

**Page 199.—Smyrna harbour.—Beacons.**—On the northern side of the harbour, in a depth of 3 fathoms, at a mile north-eastward of Sanjak spit, a black beacon, with conical topmark, and 14 feet high, has been erected. On the southern side of the harbour, in 3 fathoms, at a distance of 2 cables northward of Jackal point, is a red beacon with spherical topmark.

**Page 200.—Directions.**—For the guidance of vessels entering the harbour a white buoy, carrying a board marked "S," has been established southward of Yani Khediz spit, at a distance of  $5\frac{1}{2}$  cables, S.  $22^{\circ}$  E. from the light-buoy; and a similar buoy, for the guidance of vessels leaving the harbour, has been established at a distance of  $10\frac{1}{4}$  cables, S.  $70^{\circ}$  E. from the same light-buoy.

Vessels entering the port must stop and wait for the pilot boat at the outer white buoy, and those leaving the port must stop and wait for the pilot boat at the inner white buoy.

Between the white buoys are five red conical buoys, four in line, in an easterly and westerly direction, numbered from seaward "5," "4," "3," and "1," respectively, and one, northward of them, marked "2."

Vessels escorted by the pilot boat must keep at a distance of not more than one cable from her, or from the vessel immediately ahead of them, and must follow as far as possible the exact course of the pilot boat or of the vessel immediately ahead of them, and must in no case attempt to pass the vessel ahead of them.

Vessels coming up and wishing to join the line of vessels under escort can only do so when, in the case of inward-bound vessels, the pilot boat has not reached the second red buoy from seaward (No. 4), and, in the case of outward-bound vessels, when the pilot boat has not passed the inner red buoy (No. 1). If the pilot boat has passed either of these points, vessels are strictly forbidden to join the line under escort, and those attempting to do so will be fired upon by the shore battery.

Vessels when fired upon must stop immediately, and if near the red buoys must go back and await the return of the pilot boat.

Vessels must obey the signals given by the pilot boat, and answer them by International code.

*Plan of Smyrna on 1521.*

**Page 201.—Smyrna.—Population.**—The vilayet of Smyrna was reported to be about 2,500,000 in 1913; the chief town, Smyrna, about 350,000.



*Page 201 continued. Plan on 1521.*

**Trade products.**—Raisins, figs, cereals, grain, opium, valonia, liquorice, cotton, olive oil, tobacco, carpets, wool, emery, skins, fruits, and cattle.

**Rainfall.**—The average annual rainfall is 30 inches.

**Page 202.—Shipping.**—*Erase paragraph, and substitute:—*

In 1912, 2,448 steam vessels, of 2,210,049 tons, and 2,587 sailing vessels, of 43,988 tons, entered the Port of Smyrna; of these 211 steam vessels, of 392,114 tons, and 2 sailing vessels, of 152 tons, were British.

**Coal.**—*Add to paragraph: “In recent years considerable preference has been shown for Turkish coal, i.e., coal from the mines of Heraclea and district, of which 77,440 tons were imported in 1908, as compared with 45,805 in 1906. Cheapness principally accounts for the preference shown to the native fuel, but the quality of the coal has steadily and greatly improved of late years.”*

*Chart 2836a, Grecian archipelago.*

**Page 210.—Samos.—Trade.**—*Erase paragraph, and substitute:—*

In 1912 the imports amounted to about £290,000, and the exports £240,000.

**Shipping.**—*Erase paragraph, and substitute:—*

In 1912, 1,343 steam vessels, of 482,999 tons, and 3,220 sailing vessels, of 30,970 tons, entered and cleared the ports of Samos; of these 12 steam vessels, of 13,374 tons, and 4 sailing vessels, of 117 tons, were British.

**Communication.**—There is frequent communication by various lines of steamers, and a post-office is established.

*Plan of Port Tigani on 1878.*

**Page 211.—Port Tigani.—Lights.**—*A fixed red light, elevated 30 feet, is situated on the extreme of the breakwater.*

*A fixed green light is situated on the southern extreme of the mole, on the eastern side of the inner harbour. It is also elevated 30 feet.*

**Lights.**—The light on Glykora point has been expunged from above plan, as its correct position falls outside. Chart 1530 should be marginally noted with the position of lat.  $37^{\circ} 41\frac{1}{2}'$  N., long.  $26^{\circ} 59'$  E.

*Chart 1530, Strait of Samos.*

**Page 213.—Breakwater.**—*Erase “295 feet” and substitute “370 feet.”*

*Erase “and a mole on Malagari point,” and substitute: “There are three wooden piers for discharging cargo on the south side of Malagari point. Sand can be obtained on the south side of the point.”*

Trade products.—The principal products of the island are coconuts, sugar, and rice. The principal exports are coconuts, sugar, and rice.

Population.—The population of the island is estimated at 10,000. The principal occupations are agriculture, fishing, and commerce.

Climate.—The climate is tropical, with a hot and humid atmosphere. The temperature ranges from 70° to 90° Fahrenheit. The rainfall is abundant, averaging about 100 inches per year.

Vegetation.—The vegetation is tropical, with a dense growth of trees and shrubs. The principal trees are coconuts, sugar cane, and rice.

Shipping.—The principal shipping ports are located on the coast. The principal shipping companies are the British India Company, the P&O Company, and the Messageries Maritimes.

Communication.—The principal means of communication are by mail and telegraph. The principal newspapers are the "Herald" and the "Advertiser."

Lighting.—The principal means of lighting are by kerosene and electricity. The principal electric power stations are located in the principal towns.

Page 218.—Breakwater.—The breakwater is located on the coast. It is a long and narrow structure, built of stone and concrete. It is used to protect the harbor from the sea.

There are three main roads in the island. The principal roads are the main road, the coast road, and the inland road. The principal bridges are the main bridge, the coast bridge, and the inland bridge.

*Page 213 continued. Chart 1530.*

**Water.**—Erase paragraph, and substitute:—

Water is supplied by hose over the quay into lighters or ship's boats.

*Chart 1867, Nikaria island.*

**Page 214.—Nikaria.—Temporary anchorages.**—In 1909 H.M.S. *Bacchante* anchored in Armenisti bay,  $5\frac{1}{2}$  cables, N.  $18^{\circ}$  W., from Yediskari island (6 feet high), in 17 fathoms. From this position the water shoaled very gradually towards the shore, the 10-fathom line being  $3\frac{1}{2}$  cables from the ship.

## CHAPTER VII.

*Plan 3691, Suda bay anchorage.*

**Page 224.—Anchorage.**—Erase “red tower,” and substitute “red mound.” This still remains a good distinctive mark.

The minaret of the mosque at Azizieh village, at the head of the bay, has fallen down, and cannot now be seen.

*Chart 1658.*

**Page 225.**—Margin: For “165” read “1,658.”

**Coal.**—Add to paragraph “and one 50-ton lighter.”

*Plan 1555, Anchorages near Cape Sidero.*

**Page 236.—Cape Sidero.—Light.**—Cape Sidero light is visible 16 miles.

## CHAPTER VIII.

*Chart 2051, Milo, &c.*

**Page 250.—Skala.**—There is a good landing pier at Skala, and the church is very conspicuous.

**Page 252.—Polino island.—Light.**—For “18 miles” substitute “28 miles”; for “N.  $18^{\circ}$  W.” substitute “N.  $21^{\circ}$  W.”

*Plan of Serpho on 1817.*

**Page 254.—Port Livadhi.—Light.**—A fixed red light, elevated 35 feet, is erected on an iron hut with iron column, and situated on the point south-eastward of Livadhi village. The light is visible 5 miles.

*Plan of Thermia on 1817.*

**Page 256.—Port Merika.**—After line 3 insert:—

**Light.**—On the western extremity of the northern entrance point of Port Merika is a fixed light, with red and green sectors, at an



Water.—A good supply of water is obtained from the springs in the vicinity of the station. The water is pure and soft.

Page 214.—**Nikaria**.—Temporary anchorage.—In 1896

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Page 224—Anchorage.—This is a good anchorage for the ship. The bottom is of the same nature as that of the bay. The depth of the water is from 10 to 15 fathoms. The anchorage is a good one for the ship. The bottom is of the same nature as that of the bay. The depth of the water is from 10 to 15 fathoms. The anchorage is a good one for the ship.

Page 235 - Martin Luther King, Jr.

Page 138—Cape Siberia—Night—

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Page 250-251

Page 252—Polino Island—light.

Page 254 - Ford Division - Detroit - Michigan - 1954

Page 250 - Port Moresby.

*Page 256 continued. Plan on 1817.*

elevation of 75 feet, on a rectangular masonry tower above the light-keeper's dwelling; *red* light visible 8 miles, *green* light 6 miles. For sectors of light, *see* Light list and charts.

*Chart 1542, Syra island.*

**Page 257.—Aspro islet.—Buoy.**—Aspro islet buoy is painted red and white.

*Plan of Syra harbour on 1542.*

**Page 259.—Syra harbour.**—Lines 4-6: *Erase* "the mole is being extended, &c.," *substituting*: "The mole has been extended to 430 yards, and provides excellent shelter in bad weather."

Line 24: *Erase* "20 feet," *substituting* "20 yards." There are no bollards on the extension of the mole.

**Lights.**—The old light-structure is abandoned, and the two *red fixed* lights are hoisted from a temporary structure 56 feet from the outer end of the breakwater.

**Page 260.—Patent slip.**—*Erase* "this slip has taken up, &c.," *substituting* "This slip is capable of taking all classes of vessels up to 2,500 tons. *See* Appendix."

*Chart 1815, Tinos island.*

**Page 263.—Livada point.—Light.**—On the extremity of Livada point, on a rectangular masonry tower above the light-keeper's dwelling, is an *occulting white* light *every six seconds*, at an elevation of 135 feet, and visible 17 miles.

**Page 264.—Port Panormos.—Beacon.**—On a bank in the harbour of Panormos, at a distance of half a mile to the westward of the south point of Planumi island, there is a stone-built column in the form of a truncated cone on a circular base. This port must not be mistaken for that of the same name on the adjacent island of Mykoni.

**Page 266.—Dili strait.**—*Erase* from "The passage" to "10 feet draught," and *substitute*: "Owing to the deposit of material from excavations being carried on in the vicinity, a barrier is gradually being formed across the passage between Delos island and Rematia islet. This channel is therefore no longer available for navigation."

**Page 267.—Mykoni island.—Light.**—Cape Armenisti light has been altered to a *fixed* and *group flashing white* light, showing a group of *five* flashes *every minute*.

*Chart 1732, Naxos island.*

**Page 273.—Naxia bay.—Harbour works.**—Important harbour works have recently been executed in the Port of Naxia. A jetty 460 yards long runs from Bacchus island to the south-west, and another jetty, 132 yards long, runs towards the north-west from the point to the west of St. George's church. Bacchus island is now joined to the coast by a jetty on which railway lines are placed.

about 100 feet from shore. A few small fish were seen in the water. The bottom was sandy and the water was clear. The tide was out and the rocks were exposed. The water was about 10 feet deep.

Page 227.—A large fish was seen in the water. It was about 10 feet long and 2 feet high. It was dark in color and had a white underbelly. It was seen near the shore.

Page 228.—A large fish was seen in the water. It was about 10 feet long and 2 feet high. It was dark in color and had a white underbelly. It was seen near the shore.

Page 229.—A large fish was seen in the water. It was about 10 feet long and 2 feet high. It was dark in color and had a white underbelly. It was seen near the shore.

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*Page 273 continued. Chart 1732.*

The quay of the port has undergone important modifications, and others are projected. The depths of the port have been increased.

*Chart 2753, Islands of Polykandro, Skios, and Nio.*

**Page 280.—Nio island.—Light.**—Add to paragraph “and is situated about 130 feet from the extremity of Cape Phanari, on a turret over a white hut.”

## CHAPTER IX.

*Plan of Ports of Rhodes on 1667.*

**Page 288.—Port of Rhodes.—Buoy.**—A mooring buoy is anchored in the southern harbour, about one cable, S. 80° W., from St. Angelo tower, for torpedo craft.

**Khatar rocks.**—Erase “or the fourth windmill open of Lazaretto point, N. 64° W.”

**Page 289.—Trade.**—Erase “The value of exports, &c.,” and substitute “The value of exports in 1912 was £29,400, and £18,700 from the Anatolian coast. The value of imports during the year 1912 was £194,000.”

**Shipping.**—Erase paragraph, substituting: “In 1912, 572 steam vessels, of 528,490 tons, and 726 sailing ships, of 8,000 tons, cleared the port, of which 32 steam vessels, of 55,592 tons, and two sailing ships of 104 tons, were British.

*Chart 1888, Stampalia island.*

**Page 297.—Communication.**—Landing is prohibited during the night from any ship.

*Plan 387, Port Maltezana.*

**Page 298.—Agio Kyriaki.**—On the bank next southward of Oxo Xera shoal, at a distance of  $10\frac{6}{10}$  cables, S. 15° E., from Agio Kyriaki church, is a shoal of 4 fathoms. The depths over this bank are very uneven, and it is inadvisable to anchor upon it even temporarily.

*Plan on 1889, Livitha islands.*

**Page 327.—Lights.**—Line 10: For “a distance of 10 miles” substitute “a distance of 17 miles.”

*Chart 1537, Furni islands.*

**Page 339.**—After line 36 insert:—

**Alazo nisi.—Rock.**—A rock, with  $2\frac{1}{2}$  fathoms of water on it, lies on the eastern edge of the 13-fathom bank 4 cables, S. 65° W., from the western extreme of Alazo nisi.

Page 324--Continued. (Cont. of p. 323.)

The part of the port has undergone important modifications, and others are projected. The depths of the port have been increased.

(Cont. of p. 324. (Cont. of p. 323.)

Page 325--**Island--Linné**—Island in paragraph 1 and is situated about 100 feet from the entrance of the strait. It is a small, low, white sand island.

## GENERAL INDEX

How to find the names of the islands.

Page 326--**Port of Rhodes--Rhodes**—A small island situated in the northern part of the strait. It is a small, low, white sand island.

**Khater rocks**—Rocks in the strait, situated about 100 feet from the entrance of the strait.

Page 327--**Trade--Trade**—The trade in the strait is very important. The value of the trade is about \$1,000,000 per year. The trade is very important.

**Shipping**—The shipping in the strait is very important. The value of the shipping is about \$1,000,000 per year. The shipping is very important.

Page 328--**Communication--Communication**—The communication in the strait is very important. The value of the communication is about \$1,000,000 per year. The communication is very important.

Page 329--**Arto Tyrtaki**—On the island of Arto Tyrtaki, situated about 100 feet from the entrance of the strait. It is a small, low, white sand island.

Page 330--**Lights--Linné**—A small island situated about 100 feet from the entrance of the strait. It is a small, low, white sand island.

Page 331--**Island--Linné**—A small island situated about 100 feet from the entrance of the strait. It is a small, low, white sand island.

**Alaxo nisl--Rock**—A small island situated about 100 feet from the entrance of the strait. It is a small, low, white sand island.

# APPENDIX I. Particulars of Dry Docks, Patent Slips, &c.

Port.	Name of Dock.	Length.		Breadth of Entrance.	Depth at H. W. O.S.		Lifting Power.	Date Built.	Remarks.
		On Blocks.	Over all.		On Sill.	On Blocks.			
Peraus .....	No. 1 Dock .....	Feet 462	Feet 484	Feet 69 $\frac{3}{4}$	Feet 29	Feet 29	Tons —	—	
	No. 2 Dock .....	323	343	51	26	26	—	—	
	Patent Slip .....	336 (cradle)	—	—	Forward Aft	16 21	3,500	1907	
Salamis .....	(Basilade's Works).								
	Government Floating	—	311	59	—	21	3,000	1885	
Syra .....	Patent Slip .....	314 (cradle)	—	—	Forward Aft	12 16	2,500	—	
	(Forges et Chantiers Co.),								
	Ditto .....	180 (cradle)	—	—	Forward Aft	10 14	600	—	

Part	Zone of Dock	Process		Quantity		On 2nd	On 3rd	On 4th	On 5th	On 6th	On 7th	On 8th	On 9th	On 10th	On 11th	On 12th	On 13th	On 14th	On 15th	On 16th	On 17th	On 18th	On 19th	On 20th	On 21st	On 22nd	On 23rd	On 24th	On 25th	On 26th	On 27th	On 28th	On 29th	On 30th	On 31st	On 32nd	On 33rd	On 34th	On 35th	On 36th	On 37th	On 38th	On 39th	On 40th	On 41st	On 42nd	On 43rd	On 44th	On 45th	On 46th	On 47th	On 48th	On 49th	On 50th	On 51st	On 52nd	On 53rd	On 54th	On 55th	On 56th	On 57th	On 58th	On 59th	On 60th	On 61st	On 62nd	On 63rd	On 64th	On 65th	On 66th	On 67th	On 68th	On 69th	On 70th	On 71st	On 72nd	On 73rd	On 74th	On 75th	On 76th	On 77th	On 78th	On 79th	On 80th	On 81st	On 82nd	On 83rd	On 84th	On 85th	On 86th	On 87th	On 88th	On 89th	On 90th	On 91st	On 92nd	On 93rd	On 94th	On 95th	On 96th	On 97th	On 98th	On 99th	On 100th	On 101st	On 102nd	On 103rd	On 104th	On 105th	On 106th	On 107th	On 108th	On 109th	On 110th	On 111st	On 112nd	On 113rd	On 114th	On 115th	On 116th	On 117th	On 118th	On 119th	On 120th	On 121st	On 122nd	On 123rd	On 124th	On 125th	On 126th	On 127th	On 128th	On 129th	On 130th	On 131st	On 132nd	On 133rd	On 134th	On 135th	On 136th	On 137th	On 138th	On 139th	On 140th	On 141st	On 142nd	On 143rd	On 144th	On 145th	On 146th	On 147th	On 148th	On 149th	On 150th	On 151st	On 152nd	On 153rd	On 154th	On 155th	On 156th	On 157th	On 158th	On 159th	On 160th	On 161st	On 162nd	On 163rd	On 164th	On 165th	On 166th	On 167th	On 168th	On 169th	On 170th	On 171st	On 172nd	On 173rd	On 174th	On 175th	On 176th	On 177th	On 178th	On 179th	On 180th	On 181st	On 182nd	On 183rd	On 184th	On 185th	On 186th	On 187th	On 188th	On 189th	On 190th	On 191st	On 192nd	On 193rd	On 194th	On 195th	On 196th	On 197th	On 198th	On 199th	On 200th	On 201st	On 202nd	On 203rd	On 204th	On 205th	On 206th	On 207th	On 208th	On 209th	On 210th	On 211st	On 212nd	On 213rd	On 214th	On 215th	On 216th	On 217th	On 218th	On 219th	On 220th	On 221st	On 222nd	On 223rd	On 224th	On 225th	On 226th	On 227th	On 228th	On 229th	On 230th	On 231st	On 232nd	On 233rd	On 234th	On 235th	On 236th	On 237th	On 238th	On 239th	On 240th	On 241st	On 242nd	On 243rd	On 244th	On 245th	On 246th	On 247th	On 248th	On 249th	On 250th	On 251st	On 252nd	On 253rd	On 254th	On 255th	On 256th	On 257th	On 258th	On 259th	On 260th	On 261st	On 262nd	On 263rd	On 264th	On 265th	On 266th	On 267th	On 268th	On 269th	On 270th	On 271st	On 272nd	On 273rd	On 274th	On 275th	On 276th	On 277th	On 278th	On 279th	On 280th	On 281st	On 282nd	On 283rd	On 284th	On 285th	On 286th	On 287th	On 288th	On 289th	On 290th	On 291st	On 292nd	On 293rd	On 294th	On 295th	On 296th	On 297th	On 298th	On 299th	On 300th	On 301st	On 302nd	On 303rd	On 304th	On 305th	On 306th	On 307th	On 308th	On 309th	On 310th	On 311st	On 312nd	On 313rd	On 314th	On 315th	On 316th	On 317th	On 318th	On 319th	On 320th	On 321st	On 322nd	On 323rd	On 324th	On 325th	On 326th	On 327th	On 328th	On 329th	On 330th	On 331st	On 332nd	On 333rd	On 334th	On 335th	On 336th	On 337th	On 338th	On 339th	On 340th	On 341st	On 342nd	On 343rd	On 344th	On 345th	On 346th	On 347th	On 348th	On 349th	On 350th	On 351st	On 352nd	On 353rd	On 354th	On 355th	On 356th	On 357th	On 358th	On 359th	On 360th	On 361st	On 362nd	On 363rd	On 364th	On 365th	On 366th	On 367th	On 368th	On 369th	On 370th	On 371st	On 372nd	On 373rd	On 374th	On 375th	On 376th	On 377th	On 378th	On 379th	On 380th	On 381st	On 382nd	On 383rd	On 384th	On 385th	On 386th	On 387th	On 388th	On 389th	On 390th	On 391st	On 392nd	On 393rd	On 394th	On 395th	On 396th	On 397th	On 398th	On 399th	On 400th	On 401st	On 402nd	On 403rd	On 404th	On 405th	On 406th	On 407th	On 408th	On 409th	On 410th	On 411st	On 412nd	On 413rd	On 414th	On 415th	On 416th	On 417th	On 418th	On 419th	On 420th	On 421st	On 422nd	On 423rd	On 424th	On 425th	On 426th	On 427th	On 428th	On 429th	On 430th	On 431st	On 432nd	On 433rd	On 434th	On 435th	On 436th	On 437th	On 438th	On 439th	On 440th	On 441st	On 442nd	On 443rd	On 444th	On 445th	On 446th	On 447th	On 448th	On 449th	On 450th	On 451st	On 452nd	On 453rd	On 454th	On 455th	On 456th	On 457th	On 458th	On 459th	On 460th	On 461st	On 462nd	On 463rd	On 464th	On 465th	On 466th	On 467th	On 468th	On 469th	On 470th	On 471st	On 472nd	On 473rd	On 474th	On 475th	On 476th	On 477th	On 478th	On 479th	On 480th	On 481st	On 482nd	On 483rd	On 484th	On 485th	On 486th	On 487th	On 488th	On 489th	On 490th	On 491st	On 492nd	On 493rd	On 494th	On 495th	On 496th	On 497th	On 498th	On 499th	On 500th	On 501st	On 502nd	On 503rd	On 504th	On 505th	On 506th	On 507th	On 508th	On 509th	On 510th	On 511st	On 512nd	On 513rd	On 514th	On 515th	On 516th	On 517th	On 518th	On 519th	On 520th	On 521st	On 522nd	On 523rd	On 524th	On 525th	On 526th	On 527th	On 528th	On 529th	On 530th	On 531st	On 532nd	On 533rd	On 534th	On 535th	On 536th	On 537th	On 538th	On 539th	On 540th	On 541st	On 542nd	On 543rd	On 544th	On 545th	On 546th	On 547th	On 548th	On 549th	On 550th	On 551st	On 552nd	On 553rd	On 554th	On 555th	On 556th	On 557th	On 558th	On 559th	On 560th	On 561st	On 562nd	On 563rd	On 564th	On 565th	On 566th	On 567th	On 568th	On 569th	On 570th	On 571st	On 572nd	On 573rd	On 574th	On 575th	On 576th	On 577th	On 578th	On 579th	On 580th	On 581st	On 582nd	On 583rd	On 584th	On 585th	On 586th	On 587th	On 588th	On 589th	On 590th	On 591st	On 592nd	On 593rd	On 594th	On 595th	On 596th	On 597th	On 598th	On 599th	On 600th	On 601st	On 602nd	On 603rd	On 604th	On 605th	On 606th	On 607th	On 608th	On 609th	On 610th	On 611st	On 612nd	On 613rd	On 614th	On 615th	On 616th	On 617th	On 618th	On 619th	On 620th	On 621st	On 622nd	On 623rd	On 624th	On 625th	On 626th	On 627th	On 628th	On 629th	On 630th	On 631st	On 632nd	On 633rd	On 634th	On 635th	On 636th	On 637th	On 638th	On 639th	On 640th	On 641st	On 642nd	On 643rd	On 644th	On 645th	On 646th	On 647th	On 648th	On 649th	On 650th	On 651st	On 652nd	On 653rd	On 654th	On 655th	On 656th	On 657th	On 658th	On 659th	On 660th	On 661st	On 662nd	On 663rd	On 664th	On 665th	On 666th	On 667th	On 668th	On 669th	On 670th	On 671st	On 672nd	On 673rd	On 674th	On 675th	On 676th	On 677th	On 678th	On 679th	On 680th	On 681st	On 682nd	On 683rd	On 684th	On 685th	On 686th	On 687th	On 688th	On 689th	On 690th	On 691st	On 692nd	On 693rd	On 694th	On 695th	On 696th	On 697th	On 698th	On 699th	On 700th	On 701st	On 702nd	On 703rd	On 704th	On 705th	On 706th	On 707th	On 708th	On 709th	On 710th	On 711st	On 712nd	On 713rd	On 714th	On 715th	On 716th	On 717th	On 718th	On 719th	On 720th	On 721st	On 722nd	On 723rd	On 724th	On 725th	On 726th	On 727th	On 728th	On 729th	On 730th	On 731st	On 732nd	On 733rd	On 734th	On 735th	On 736th	On 737th	On 738th	On 739th	On 740th	On 741st	On 742nd	On 743rd	On 744th	On 745th	On 746th	On 747th	On 748th	On 749th	On 750th	On 751st	On 752nd	On 753rd	On 754th	On 755th	On 756th	On 757th	On 758th	On 759th	On 760th	On 761st	On 762nd	On 763rd	On 764th	On 765th	On 766th	On 767th	On 768th	On 769th	On 770th	On 771st	On 772nd	On 773rd	On 774th	On 775th	On 776th	On 777th	On 778th	On 779th	On 780th	On 781st	On 782nd	On 783rd	On 784th	On 785th	On 786th	On 787th	On 788th	On 789th	On 790th	On 791st	On 792nd	On 793rd	On 794th	On 795th	On 796th	On 797th	On 798th	On 799th	On 800th	On 801st	On 802nd	On 803rd	On 804th	On 805th	On 806th	On 807th	On 808th	On 809th	On 810th	On 811st	On 812nd	On 813rd	On 814th	On 815th	On 816th	On 817th	On 818th	On 819th	On 820th	On 821st	On 822nd	On 823rd	On 824th	On 825th	On 826th	On 827th	On 828th	On 829th	On 830th	On 831st	On 832nd	On 833rd	On 834th	On 835th	On 836th	On 837th	On 838th	On 839th	On 840th	On 841st	On 842nd	On 843rd	On 844th	On 845th	On 846th	On 847th	On 848th	On 849th	On 850th	On 851st	On 852nd	On 853rd	On 854th	On 855th	On 856th	On 857th	On 858th	On 859th	On 860th	On 861st	On 862nd	On 863rd	On 864th	On 865th	On 866th	On 867th	On 868th	On 869th	On 870th	On 871st	On 872nd	On 873rd	On 874th	On 875th	On 876th	On 877th	On 878th	On 879th	On 880th	On 881st	On 882nd	On 883rd	On 884th	On 885th	On 886th	On 887th	On 888th	On 889th	On 890th
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## APPENDIX II.

## List of Principal Ports, showing particulars of depths, &amp;c.

Port.	Depth at L.W.O.S. in channel of approach.	Depth at L.W.O.S. in anchorage.	Rise of Tide.	Remarks.
Nauplia .....	Deep .....	7 to 9 fms. ....	—	
Peiræus .....	15 fms. ....	4½ fms. ....	—	
Port Mudros ....	<div style="display: inline-block; vertical-align: middle;">           E. Pass 12 fms            Mid. „ 6 fms.            W. „ 4 fms.         </div>	4 to 10 fms. ..	—	
Port Sigri .....	11 to 20 fms. ..	7 to 14 fms. ..	—	
Rhodes, Tershaneh..	8 feet .....	18 feet .....	—	
„ Southern harbour ..	22 feet .....	10 fms. ....	—	
„ Summer anchorage	—	12 to 10 fms. ..	—	
Saloniki .....	26 feet .....	16 to 25 feet ..	—	
Smyrna .....	7 to 10 fms. ..	5 fms. ....	—	
Suda bay .....	12 to 20 fms. ..	13 to 16 fms. ..	—	
Syra .....	17 to 21 fms. ..	6 to 10 fms. ..	—	





## APPENDIX III.

**List of spots suitable for magnetic observations.**

**Mityleni.—Sigri island.**—On the S.E. corner of Sigri island, 20 yards west of a small cove, and about 80 yards north of the southern point. The position is marked by a small stone cairn, and is situated in lat.  $39^{\circ} 11' 53''$  N., long.  $25^{\circ} 50' 23''$  E. Minaret in town to eastward of fort N.  $59^{\circ} 54'$  E. (true), lighthouse vane N.  $25^{\circ} 45'$  W. (true).

**Lemnos.—Port Mudros.**—The situation is S.  $34^{\circ}$  E. (true),  $3\frac{1}{2}$  cables, from the end of the pier, and N.  $35^{\circ}$  E. (true), 12 yards, from the N.W. corner of a clump of bushes near a small stone hut. The hut is in line with another hut on the hill. The nearest windmill above the town is transit the right extreme of a large yellow house and also a small white house with a red roof. The tall pier flagstaff bears N.  $21^{\circ} 53' 45''$  W. (true). Situation, lat.  $39^{\circ} 51' 30''$  N., long.  $25^{\circ} 16' 12''$  E.

**Volo.**—This situation is on the pier, N.  $17^{\circ}$  W.,  $1\frac{7}{10}$  cables from Sesklo point. The house on the cape bears N.  $63^{\circ} 47'$  E. (true), and the minaret N.  $18^{\circ} 51'$  E. (true). Situation, lat.  $39^{\circ} 20' 43''$  N., long.  $22^{\circ} 57' 51''$  E.

**Thaso.—Panagia.**—The observation spot is situated 6 feet from a small white marble pillar, 2 feet high, S.S.W. (true), 250 yards from the ruined tower at the east end of the bay. The wooden beacon on Mount Elias bears S.  $11^{\circ} 38' 6''$  W. (true). Situation, lat.  $40^{\circ} 46' 24''$  N., long.  $24^{\circ} 44' 00''$  E.

**Smyrna.**—The suitable spot for magnetic observations is situated on the breakwater, 130 yards from the red light on the north end. The minaret at the upper end of the Turkish cemetery bears S.  $6^{\circ} 35'$  W. (true). Position, lat.  $38^{\circ} 25' 42''$  N., long.  $27^{\circ} 8' 55''$  E.

**Samos.—Port Tigani.**—The most suitable spot for magnetic observations is situated on the breakwater, at an angle about 20 yards, at the outer end, from the shoulder. Castle point, N.  $70^{\circ} 52' 15''$  W. (true), breakwater staff S.  $81^{\circ} 26' 11''$  E. (true), left tangent Apros Kavos S.  $48^{\circ} 5' 49''$  W. (true). Situation, lat.  $37^{\circ} 41' 38''$  E., long.  $26^{\circ} 58' 10''$  E.

**Suda bay.**—The suitable spot for magnetic observations is situated N.  $56^{\circ} 30'$  W., 17 cables, from the Naval cemetery. Suda fort light-

## APPENDIX III

## List of spots suitable for magnetic observations.

**Thurston Island.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

**Remora.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

**Volo.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

**Phaeso.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

**Smyrni.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

**Samos.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

**Endeavour.**—The spot is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter. It is situated on the north-western side of the island, about 1/2 mile from the shore, and is a small, dark, circular area, about 1/2 mile in diameter.

*Appendix III. continued.*

house bears S.  $83^{\circ} 39'$  E. (true). Situation, lat.  $35^{\circ} 29' 33''$  N., long.  $24^{\circ} 3' 50''$  E.

**Kos.**—The suitable spot for magnetic observations is situated on a sand-spit E.N.E., 150 yards, from Kum lighthouse. Situation, lat.  $36^{\circ} 55'$  N., long.  $27^{\circ} 18\frac{1}{2}'$  E.

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**Abnormal variation** of the compass has been experienced off Cape Akrotiri, Crete.

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Appendix III. continued.

horse bears S. 83° 30' E. (true). Situation lat. 35° 30' N., long. 94° 3' 50" E.

**Kos.**—The suitable spot for insertion of variation is situated on a sand-spit E.N.E., 150 yards from Kinn light-house. Situation lat. 36° 53' N., long. 97° 18' E.

**Abnormal variation of the compass has been experienced off Cape Akrotiri, Crete.**





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